

Approved For Release 2002/08/21 : CIA-RDP99B00048R000100340007-4

**SECRET**

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FILE INFO

REPRODUCTION PROHIBITED

|        |   |                 |    |              |    |  |    |
|--------|---|-----------------|----|--------------|----|--|----|
| ACTION | 1 | <i>Ops 2 Cm</i> | 6  | <i>F P</i>   | 11 |  | 16 |
|        | 2 | <i>Mat</i>      | 7  | <i>Canno</i> | 12 |  | 17 |
|        | 3 | <i>X S.</i>     | 8  |              | 13 |  | 18 |
|        | 4 | <i>DS</i>       | 9  |              | 14 |  | 19 |
|        | 5 | <i>Sec</i>      | 10 |              | 15 |  | 20 |

IR 51952

TOPS 241819Z SEP 71 VP

25X1

TOPS E C P E T 241819Z SEP 71 CITE

25X1

PRIORITY

INFO

25X1

25X1

SCOPE SAINT V

PART I

- A. 3-71
- B. SCOPE SAINT V
- C. AS REQUIRED

PART II

A. TO DEPLOY U-2R AIRCRAFT, NECESSARY PERSONNEL AND MATERIEL FROM  
EDWARDS AFB, CALIFORNIA TO [REDACTED] PURPOSE OF [REDACTED] 25X1  
DEPLOYMENT IS TO 1.0 EXERCISE DEPLOYMENT CAPABILITY AND PROVIDE  
OPPORTUNITY TO IDENTIFY AREAS TO IMPROVE CRISES RESPONSE CAPABILITY.

B. TWO FERRY MISSIONS PLUS TWO LOCAL TRAINING SOFTIES.

25X1

C. SEVEN DAYS

D. [REDACTED]

ILLEGIB

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|--------|---|-----------|----|---|---|----|----|
| ACTION | 1 | Ops - 2nd | 6  | 7 | 8 | 11 | 16 |
|        | 2 | mat       | 7  | 8 | 9 | 12 | 17 |
|        | 3 | 2.5       | 8  |   |   | 13 | 18 |
|        | 4 | DS        | 9  |   |   | 14 | 19 |
|        | 5 | Sec       | 10 |   |   | 15 | 20 |

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## PART III

25X1

A. 

B. USAF

C. MAC

D. USAFE

## PART IV - COMMAND AND CONTROL

A. COMMAND

1. PROJECT DIRECTOR IS MISSION COMMAND AUTHORITY.

2.  COMMANDER WILL DESIGNATE THE DEPLOYED TASK

FORCE COMMANDER (DTFC)

B. CONTROL

1. PROJ HQS WILL MAINTAIN OVERALL CONTROL OF U-2 DEPLOYMENT AND REDEPLOYMENT. PROJ HQS WILL DETERMINE ROUTES. (ANNEX A).

EXECUTION MESSAGE FOR THIS EXERCISE WILL BE INITIATED BY

PROJ HQS.  FOR DEPLOYMENT AND REDEPLOYMENT WILL

AUTHORIZE LAUNCH OF U-2 FOR FERRY MISSIONS. DTFC IS AUTHORIZED OPERATIONAL CONTROL OF TRAINING SORTIES IN ACCORDANCE WITH SCHEDULE AS OUTLINED IN ANNEX A, PARA A2.

2. DIRECT OPERATIONAL CONTROL OF THE U-2 DURING FERRY MISSIONS TO AND FROM  WILL BE AS FOLLOWS:

(A) DEPLOYMENT

(B)  COMMANDER, OR HIS DESIGNATED REPRESENTATIVE

25X1

CLASSIFIED MESSAGE  
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| ACTION | 1   | 02s - 2cp | 6  | 7. P  | 11 |  | 16 |  |
| 2      | Mat |           | 7  | Canno | 12 |  | 17 |  |
| 3      | 5   |           | 8  |       | 13 |  | 18 |  |
| 4      | 5   |           | 9  |       | 14 |  | 19 |  |
| 5      | See |           | 10 |       | 15 |  | 20 |  |

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WILL RETAIN CONTROL UNTIL RADIO COMMUNICATION WITH U-2 IS ESTABLISHED WITH THE DTFC (APPROXIMATELY GANDER TACAN.)

(2) WHEN COMMUNICATIONS ARE ESTABLISHED WITH MISSION AIRCRAFT, THE DTFC WILL ASSUME CONTROL UNTIL LANDING.

DTFC WILL NOTIFY  VIA IMMEDIATE PRECEDENCE

25X1 MESSAGE (INFO ) WHEN CONTROL ASSUMED.

(3) AFTER CONTROL ASSUMED BY DTFC,  WILL CONTINUE A LISTENING WATCH UNTIL U-2 IS SAFELY ON THE GROUND AND BE PREPARED TO REASSUME CONTROL IF COMMUNICATIONS PERMIT.

25X1

(B) REDEPLOYMENT

(1) DTFC WILL RETAIN CONTROL UNTIL APPROXIMATELY  25X1 TACAN.  WILL ASSUME CONTROL FOR REMAINDER OF FLIGHT TO EDWARDS ONCE COMMUNICATIONS ARE ESTABLISHED.

25X1

25X1 DTFC (INFO ) WILL BE NOTIFIED WHEN CONTROL ASSUMED BY  WILL CONTINUE TO MONITOR UNTIL SUCH TIME AS STATION MUST CLOSE DOWN TO MEET C-141 LAUNCH TIME.

3. AUTHORITY TO CANCEL OR DIVERT HQS DIRECTED FERRY FLIGHTS

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| ACTION | 1    | 1020 - 2420 | 6  | 7 P  | 11 |  | 16 |  |
| 2      | mat  |             | 7  | ammo | 12 |  | 17 |  |
| 3      | 25   |             | 8  |      | 13 |  | 18 |  |
| 4      | D.S. |             | 9  |      | 14 |  | 19 |  |
| 5      | S.C. |             | 10 |      | 15 |  | 20 |  |

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FOR REASONS OF WEATHER OR OTHER FACTORS INVOLVING SAFETY OF FLIGHT IS VESTED IN COMMANDER WHO IS EXERCISING DIRECT OPERATIONAL CONTROL.

## C. RECALL

25X1

U-2 RECALL MAY BE INITIATED BY EITHER PROJ HQS,  COMMANDER OR DTFC DEPENDING UPON CIRCUMSTANCES AS FOLLOWS:

1. VOIDED MISSION APPROVAL OR LAST MINUTE POLITICAL CIRCUMSTANCES. PROJ HQS WILL RECALL.

2. OPERATIONAL CONSIDERATIONS (WEATHER OR ANY FACTOR INVOLVING SAFETY OF FLIGHT) - U-2 MAY BE RECALLED TO BASE OF DEPARTURE OR DESIGNATED ALTERNATE BY COMMANDER RESPONSIBLE FOR DIRECT OPERATIONAL CONTROL.

3. SEE ANNEX D, COMMO, FOR SPECIFIC RECALL PROCEDURES.

4. RECALL OF SUPPORT  AIRCRAFT WILL BE ACCOMPLISHED BY PROJ HQS IF CIRCUMSTANCES WARRANT.

PART V - SEE ANNEX A

PART VI - ANNEXES BY SEPARATE MESSAGES

## A. OPERATIONS

## B. INTELLIGENCE

## C. SECURITY

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| ACTION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
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- D. COMMUNICATIONS
- E. MATERIAL
- F. ADMINISTRATION
- G. COVER
- H. WEATHER

T O P S E C R E T